

SECTION 8.10

## **Traffic and Transportation**

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## **8.10 Traffic and Transportation**

### **8.10.1 Introduction**

The traffic and transportation section of the Small Power Plan Exemption (SPPE) application discusses potential impacts of the proposed Modesto Irrigation District (MID) Electric Generation Station (MEGS) Project (Project) on the existing transportation system. This includes any necessary modifications to the transportation system and increase in traffic from construction and operation of the proposed facility. A description of the existing transportation system and levels of service (LOS) are presented, along with an analysis of potential impacts.

Section 8.10.2 presents applicable laws, ordinances, regulations and standards (LORS); Section 8.10.3 discusses the existing environmental setting; Section 8.10.4.1 presents the environmental checklist; Section 8.10.4.2 discusses the environmental impacts of construction and subsequent operation; Section 8.10.4.3 describes the cumulative impacts; Section 8.10.5 includes any proposed mitigation measures during construction and operation; Section 8.10.6 provides a list of involved agencies; Section 8.10.7 provides a list of required permits and a schedule for obtaining them, and Section 8.10.8 contains references.

### **8.10.2 Laws, Ordinances, Regulations, and Standards**

LORS related to traffic and transportation are summarized in the following subsections.

#### **8.10.2.1 Federal**

The federal laws that apply to the Project are:

- The Hazardous Materials Transportation Act of 1974, 49 Code of Federal Regulations (CFR) 397.9, which directs the U.S. Department of Transportation to establish criteria and regulations for the safe transportation of hazardous materials.
- Title 49 Code of Federal Regulations (CFR), Chapter II, Subchapter C and Chapter III, Subchapter B: Standards for the transportation of hazardous materials are covered in Chapter II, Subchapter C. National safety standards for the transport of goods, materials, and substances over public highways are addressed in Chapter III, Subchapter B, Parts 171-173, 177-178. The California Department of Transportation (Caltrans) is the administering agency for these requirements.

The proposed MEGS facility would cause no traffic or transportation impacts that would be inconsistent with federal LORS.

#### **8.10.2.2 State**

State laws that apply to this Project include the following:

- California Vehicle Code Section 35780 requires the approval for a permit to transport oversized or excessive loads over state highways. The Project will conform to Vehicle Code Section 35780 by requiring that shippers obtain a Single Trip Transportation Permit for oversized loads, as required by Caltrans, for each vehicle.
- California Vehicle Code Section 31303 requires that the transportation of hazardous materials be on state or interstate highways that offer the shortest overall transit time

possible. The Project will conform to Vehicle Code Section 31303 by requiring that shippers of hazardous materials use the shortest route possible to and from the Project site.

- California Streets and Highways Code Sections 117 and 660 to 711 requires permits for any construction, maintenance, or repair involving encroachment on state highway rights-of-way.
- California Vehicle Code Section 32105 requires that shippers of inhalation hazard or explosive materials must contact the California Highway Patrol (CHP) and apply for a Hazardous Material Transportation License. Upon receiving this license, the shipper will obtain a handbook that will specify the routes approved to ship inhalation hazards. The Project will conform to California Vehicle Code Section 32105 by requiring shippers of inhalation or explosive materials to contact the CHP and obtain a Hazardous Materials Transportation License.
- California State Planning Law, Government Code Section 65302, requires each city and county to adopt a General Plan, consisting of seven mandatory elements, to guide its physical development. Section 65302(b) requires that a circulation element be one of the mandatory elements. The scope of a circulation element consists of the “general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.” Compliance with this section is described below under the local LORS.

The proposed MEGS facility will cause no traffic or transportation impacts that would be inconsistent with state LORS.

### **8.10.2.3 Local**

The transportation elements of local plans that are applicable to the MEGS Project are summarized in this section.

- *2001 Regional Transportation Plan* adopted by the San Joaquin Council of Governments. This plan establishes regional transportation goals, policies, objectives and actions for various modes of transportation, including intermodal and multimodal transportation activities.
- *2001 Federal Transportation Improvement Program* adopted by the San Joaquin Council of Governments is the regional programming document that identifies the regionally significant transportation projects that have received transportation funding.
- *City of Ripon Urban Area General Plan* identifies transportation and circulation designations, policies and implementation measures. The plan presents the general location and extent of existing thoroughfares, transportation routes, terminals, and other public utilities and facilities as required by Section 65302(b) of the Government Code. The City policies address new development projects to analyze their contribution to increased traffic and to implement improvements necessary to address the increase.
- *City of Ripon Final Master Environmental Impact Report for the Urban Area General Plan* identifies roadway definitions, level of service standards, and other transportation modes including transit service, bicycle circulation network, parking and rail service.

The City of Ripon's policies and San Joaquin County's policies related to traffic and circulation needs are identified.

#### 8.10.2.4 Compliance with Laws, Ordinances, Regulations, and Standards

All applicable LORS and administering agencies are summarized above. Table 8.10-1 describes how MEGS will comply with all applicable LORS pertaining to traffic and transportation impacts.

**TABLE 8.10-1**  
Compliance with Laws, Ordinances, Regulations and Standards

Authority	Administering Agency	Requirements	Compliance
49 CFR, Chapter II, Subchapter C and Chapter III, Subchapter B	U.S. Department of Transportation and California Department of Transportation (Caltrans)	Requires proper handling and storage of hazardous materials during transportation.	Project and transportation will comply with all standards for the transportation of hazardous materials.
California Vehicle Code Section 35780; California Streets & Highways Code Sections 660-711; 21 CCR 1411.1-11411.6	Caltrans	Requires permits for any load that exceeds Caltrans weight, length, or width standards for public roadways.	Transportation permits will be obtained by transporters for all overloads, as required.
California Streets & Highways Code Sections 117, 660-711	Caltrans	Requires permits from Caltrans for any roadway encroachment during truck transportation and delivery.	Encroachment permits will be obtained by transporters, as required.
California Vehicle Code Section 31300 et seq.	Caltrans	Requires transporters to meet proper storage and handling standards for transporting hazardous materials on public roads.	Transporters will comply with standards for transportation of hazardous materials on state highways during construction and operations.
Circulation and Transportation Element of the City of Ripon Urban Area General Plan	City of Ripon	Specifies long term planning goals and procedures for transportation infrastructure system quality in City of Ripon.	Project will comply with goals and policies for City transportation and traffic system.

CCR: California Code of Regulations  
CFR: Code of Federal Regulations

#### 8.10.3 Setting

The proposed MEGS project is a nominal 95-megawatt (MW) simple-cycle power plant in the City of Ripon (City), California in San Joaquin County (County). The proposed Project site is on the northwest corner of the future South Stockton Avenue and Doak Boulevard extensions, south of West Ripon Road, in Ripon. The MEGS facility will occupy a total of approximately 8 acres within a 12.25-acre parcel for which MID has obtained a purchase option. The plant would occupy approximately 6 acres near the northern side of the site. An additional 2 acres would be needed for primary and emergency access to the plant and transmission lines. The remaining 4.25 acres would be used for equipment laydown and parking during construction. After construction, the 4.25 acres would be available for sale, equipment storage, or future development as determined by the MID Board of Directors.

The general area is zoned for and surrounded by industrial uses, and is compatible with the existing uses.

This section describes the existing regional and local roadways. Figure 8.10-1 illustrates the major roads, potential access roads, and highways in the MEGS Project vicinity.

### 8.10.3.1 Regional Setting

South Stockton Avenue leads into the Project site from the north, extending along the east side of the site. The future Doak Boulevard will border the site to the south. Currently the segments of South Stockton Avenue and Doak Boulevard immediately adjacent to the site are unpaved. However, as part of its General Plan, the City will be installing water, sewer, and stormwater pipelines along the unpaved segments of South Stockton Avenue and Doak Boulevard. In addition, once these lines are installed, the street segments will be paved. This construction Project began in April 2003 and will be finished in Summer 2003. The nearest major regional facility is State Route 99 (SR 99). Access to and from SR 99 is via the Second Street (Main Street) interchange.

The following plans and programs describe the framework for managing the transportation resources in the area of the MEGS Project site. The Project site is located in the City of Ripon and is, therefore, under the jurisdiction of the City of Ripon General Plan. Table 8.10-2 summarizes the relevant policies for the City of Ripon transportation circulation element of the General Plan.

**TABLE 8.10-2**  
Relevant Objectives and Policies for the City of Ripon General Plan

Relevant Policies
Any Comprehensive Plan may experiment with the differing rights-of-way (ROWs) and cross sections for the five Circulation and Transportation Designations.
The streets and highway system should be coordinated with Caltrans', the County's, and other jurisdictions' existing facilities and plans.
Transportation Control Measures should be implemented where appropriate to reduce vehicle miles traveled, vehicle idling, or traffic congestion. These measures need to be coordinated with other agencies.
The highest possible levels of traffic service should be maintained on City roadways, consistent with the financial resources reasonably available to the City and without unreasonably burdening property owners or developers with excessive roadway improvement costs.
Where safety and traffic operations are not compromised, in-fill and redevelopment projects will be exempted from the City's street width and right-of-way standards if those standards exceed the original standards under which adjacent streets were constructed.
The City promotes the use of rail as an alternative transportation mode for movement of goods and the City's economic stimulus effort.
Designated City staff will review future development project proposals within the Baseline Developed Area, on a case-by-case basis. For proposed development projects that conform to the General Plan-approved land use for the site, it is assumed that the adopted performance standards for the circulation system within the area of impact will be maintained.

### Highways and Roadways

Two state highways serve the Project area; SR 99 and State Route 120 (SR 120). SR 99 is a 6-lane, limited access north-south freeway that intersects the City of Ripon; SR 120 is

a 4-lane limited access east-west freeway connecting SR 580 and Interstate 5 to SR 99. Both SR 99 and SR 120 are maintained by Caltrans.

Table 8.10-3 identifies the annual average daily traffic (AADT), annual average peak hour traffic, annual average daily truck traffic, percent of truck traffic, highway capacity, and level of service (LOS). These traffic estimates are presented for various mileposts or junctions for regional and local roadways in the general vicinity of the MEGS. LOS criteria for highways are established by Caltrans; these criteria take into account numerous variables, such as AADT, capacity, grade, environment (urban or rural), and other relevant considerations. According to Caltrans policy, LOS D is acceptable for planning purposes. Currently, all of the state routes potentially affected by MEGS are operating at or above LOS D.

**TABLE 8.10-3**  
Current Traffic Characteristics of Highways in the Project Area

Highway/ Milepost	Location	Annual Average Daily Traffic <sup>a</sup>	Annual Average Peak Hour Traffic <sup>a</sup>	Annual Average Daily Truck Traffic <sup>b</sup>	Percent of Truck Traffic <sup>b</sup>	LOS Standard <sup>c</sup>	Actual LOS
State Route 120							
0.49	Begin Freeway, Jct. I-5	66,000	5,300	12,144	18.4%	D	D
1.33	West Yosemite Avenue	55,000	4,650	N/A	N/A	D	C
3.32	Airport Way	53,000	4,500	N/A	N/A	D	C
6.87	Jct. SR 99	45,500	4,350	2,730	6%	D	C
State Route 99							
5.82	Hwy. 120	98,000	7,800	N/A	N/A	D	D
2.37	Jack Tone Road	107,000	8,100	N/A	N/A	D	D
1.71	Milgeo Avenue	107,000	8,300	21,400	5.0%	D	D
0.89	Main Street	102,000	8,300	N/A	N/A	D	D

**NOTES:**

<sup>a</sup> Caltrans, <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/2001all/r099i.htm>

<sup>b</sup> Caltrans, <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/>

<sup>c</sup> 2000 Highway Capacity Software. Freeway Facility— Planning Level Analysis

LOS: level of service

N/A: not available

### Truck Routes, Weight, and Load Limitations

The California Department of Transportation (Caltrans) weight and load limitations for state highways apply to all state and local roadways. The weight and load limitations are specified in the California Vehicle Code Sections 35550 to 35559. The following provisions, from the California Vehicle Code, apply to all roadways and are, therefore, applicable to this Project.

#### General Provisions

- The gross weight imposed upon the highway by the wheels on any axle of a vehicle shall not exceed 20,000 pounds and the gross weight upon any one wheel, or wheels, supporting one end of an axle, and resting upon the roadway, shall not exceed 10,500 pounds.

- The maximum wheel load is the lesser of the following: a) the load limit established by the tire manufacturer; or b) a load of 620 pounds per lateral inch of tire width, as determined by the manufacturer's rated tire width.

***Vehicles with Trailers or Semi-Trailers***

- The gross weight imposed upon the highway by the wheels on any one axle of a vehicle shall not exceed 18,000 pounds and the gross weight upon any one wheel, or wheels, supporting one end of an axle and resting upon the roadway, shall not exceed 9,500 pounds, except that the gross weight imposed upon the highway by the wheels on any front steering axle of a motor vehicle shall not exceed 12,500 pounds.

**8.10.3.2 Local Setting****Local Roadways**

The road into the site, South Stockton Avenue, is a two-lane collector roadway north of Second Street and a two-lane minor arterial south of Second Street, according to the Final Master Environmental Impact Report for the Urban Area General Plan (City of Ripon, 1998a).

Other roads near the Project area include West Main Street (Jack Tone Road to Stockton Avenue) and Second Street (SR 99 overcrossing). These two roads are classified as minor arterial roadways. Second Street (Wilma Avenue to South Stockton Avenue) and Doak Boulevard (Ruess Road to Roberts Avenue) are classified as collector roadways.

A summary of the description of the roadways that would provide access to the proposed MEGS site is provided in Table 8.10-4, which identifies the roadway classification, average daily traffic volume, roadway capacity, and existing LOS of each roadway. Figure 8.10-2 illustrates the daily traffic volumes on the major roads and highways in the MEGS Project vicinity.

The local intersections between SR 99 and the Project site are along South Stockton Avenue and Second Street. The intersection of South Stockton Avenue and Second Street is considered a major intersection in the City. The intersection of South Stockton Avenue and West Main Street is also considered a major intersection in Ripon. Even though the Second Street overcrossing operates at LOS D, there is minimal congestion in the area during the morning and evening peak hours (Prater, 2002). Most streets have surplus capacity, and peak hour congestion is not an issue in this area. Ripon's main congestion area occurs to the north on Jack Tone Road near SR 99. This area is outside the MID Project area. None of the intersections in the Project area are signalized.

Doak Boulevard is funded for extension east to South Stockton Avenue. With this extension, the roadway would become a southern east-west connection. This extension will attract traffic from Second and West Main Streets. Even if an eighth of the traffic, 1,800 trips, on West Main Street and Second Street shift to Doak Boulevard and South Stockton Avenue, there would be no significant impact to the roadway network. All of the affected roadways would continue to operate at their current LOS.

The City of Ripon has adopted LOS D or better as the acceptable LOS standard for planning purposes (City of Ripon, 1998b).

**TABLE 8.10-4**

Traffic Characteristics of Local Roadways in the Immediate Vicinity of the MEGS Site

Roadway	Roadway Classification <sup>a</sup>	Average Daily Traffic Volume <sup>a, b</sup>	Roadway Capacity <sup>a</sup>	Volume/ Capacity Ratio	Level Of Service (LOS) <sup>a</sup>
Second Street, west of South Stockton Avenue	Collector	6,405	10,000	0.64	C
Second Street, SR 99 overcrossing	Minor Arterial	15,620	20,000	0.78	D
South Stockton Avenue, north of Second Street	Minor Arterial	7,450	20,000	0.37	B
South Stockton Avenue, south of Second Street	Minor Arterial	4,970	20,000	0.25	A
West Main Street (Jack Tone Road to Stockton Avenue)	Minor Arterial	8,010	20,000	0.40	B
Doak Boulevard (Ruess Road to Roberts Avenue)	Collector	300	10,000	0.03	A

<sup>a</sup> City of Ripon, 1998a<sup>b</sup> City of Ripon Planning Division Staff (Prater, Johnston), 2002City of Ripon LOS Thresholds (City of Ripon 1998a General Plan)

LOS A (0.00 to 0.34), LOS B (0.35 to 0.50), LOS C (0.51 to 0.74), LOS D (0.75 to 0.90) LOS E (0.91 to 0.99), LOS F (1.0 or greater)

**Public Transportation**

Public transit in Ripon consists of local and inter-City bus service and inter-City rail service. The bus service provided includes:

- San Joaquin Regional Transit District (SJRTD) Fixed Route and Dial-A-Ride services
- City of Ripon dial-a-ride transit service

Although Ripon's Dial-a-Ride provides "door-to-door" public transit on an on-call basis for elderly and disabled individuals, the service is open to the general public.

Greyhound bus service provides inter-City passenger service to points throughout the Central Valley and to the Bay Area. Greyhound will drop off passengers in Ripon, but does not have any pick up services (City of Ripon, 1998b).

**Bicycle Facilities**

Four types of bikeways are constructed in Ripon. They consist of off-road bike routes (bike trails), on-street separate bike lanes, on-street signed and striped bike routes, and on-street bike routes designated with signs but without any pavement markings.

**Railroad Operations**

The City of Ripon is served by the Southern Pacific railroad. The main line runs adjacent to and southwest of SR 99. Spur tracks are located in the South Stockton Avenue industrial area. The rail line is used for freight movement, there are no passenger rail stops in the Ripon area.

### **Transportation Improvements**

Long-range improvements planned for the regional transportation system in and around Ripon for all roadways and multi-modal improvements included in the 2001 Federal Transportation Improvement Program (FTIP) Tier 1 List of Projects adopted by the San Joaquin Council of Governments are:

- State Route 99
  - Widen SR 99 to 6 lanes from Highway 120 (P.M. 6.2) to Crosstown Freeway (P.M. 22.9). This will be done in three stages: First from Hammer to Crosstown Freeway, next between Arch Road and Main Street, and last from Highway 120 to Arch Road.
  - Construct an overcrossing at Olive Road and SR 99.

Reconstructing the SR 99 and Main Street interchange is included in the Tier II list of projects.

- State Route 120
  - Widen SR 120 to 6 lanes from I-5 to State Route 99.
  - Modify State Route 120 at State Route 99 Interchange.

Other roadway improvements are as follows:

- Rehabilitate State Route 132 in Ripon area.
- Reconfigure State Route 99 at Wilma Avenue overcrossing (City of Ripon, 1998b).
- Lengthen Second Street northbound ramps on State Route 99 (City of Ripon, 1998b).
- Widen to four lanes River Road from Jack Tone Road to Fulton Avenue (future road).
- Extend SR 99 frontage road from Jack Tone Road to Austin Road.
- San Joaquin Regional Transit District, SMA fixed route and dial-a-ride service.
- Expand ATMS.
- Upgrade City Intracity Transit – Expand dial-a-ride service and routes to include fixed peak hour service (City of Ripon, 1998b).
- Several funds identified for mass transit improvements.
- Funding identified for bicycle trails and bikeways.

### **Site Access**

The Project access will be from South Stockton Avenue. The proposed route for access to the MEGS site for construction and operational activities and for truck routes will be from SR99 to the Second Street (overpass) to South Stockton Avenue.

### **8.10.4 Impacts**

This section describes the impacts of the MEGS Project. Section 8.10.4.1 presents the environmental checklist; Section 8.10.4.2 discusses the environmental impacts of construction and subsequent operation; and Section 8.10.4.3 describes the cumulative impacts.

### 8.10.4.1 Environmental Checklist

The checklist in Table 8.10-5 is used by the CEC to assess the significance of potential impacts.

**TABLE 8.10-5**  
Traffic and Transportation Checklist

<b>Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant w/ Mitigation</b>	<b>Less than Significant</b>	<b>No Impact</b>
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Result in inadequate parking capacity?			X	
g) Create a significant hazard to the public or the environment through the routine transportation of hazardous material?			X	

### 8.10.4.2 Discussion of Impacts

#### Construction Phase Impacts

The following methods and assumptions were used to estimate the construction phase impacts associated with the MEGS site and the proposed linear routes. The linear routes consist of a subtransmission line and fiber optic cable, waterlines, sewerline and gas pipeline reinforcements.

Construction of MEGS, including the linear routes, will take approximately 9 months. It is anticipated that construction workers required to build MEGS will be drawn from the local labor pool in Ripon and San Joaquin County. The Project will require an average plant construction workforce of 35 workers and a peak of 44 workers during the 5th and 6th months of construction (refer to Section 8.8, Socioeconomics). The workforce vehicle trips associated with construction were calculated based on these assumptions.

#### Construction Workforce Vehicle Trips

The average daily workforce is assumed to be 35 workers and 20 percent, or 7 workers, are assumed to carpool with other workers. Therefore, 21 workers are assumed to drive alone (with 7 vehicles containing more than 1 worker). This creates a total of 28 trips to the MID site. As shown in Table 8.10.6, assuming 2 trips per day (one round trip between home and

the site), the construction of the MEGS would result in a total of 56 vehicles trips per day on average and an estimated 70 trips per day during the peak construction period.

**TABLE 8.10-6**

Total Daily Construction-Related Vehicle Trip Generation <sup>a</sup>

Average Work Force	Average Vehicle Trips	Peak Workforce	Peak Vehicle Trips
35	56	44	70

<sup>a</sup> This analysis assumes that 20 percent of the workforce will carpool.

Parking for the construction site personnel and visitors will be provided within the 4.25-acre construction laydown and parking area immediately adjacent to the Project site (see Figure 8.10-2).

State Route 99, Second Street and South Stockton Avenue are likely to be the primary roadways to and from the Project site. As the primary access road to the site, South Stockton Avenue will experience the greatest volume of construction traffic.

Construction workforce traffic would generally occur between 5:30 AM and 8 AM and between 3:30 PM and 5:30 PM. During the peak construction period, (estimated to occur during the 5th and 6th months of construction), construction-related traffic would increase on state routes by less than one tenth of one percent. The traffic impact is not considered significant because the MEGS would not lower the existing LOS of local highways. Also, the construction-related increases would be short term, occurring mostly during the peak construction period.

On local roadways, the existing LOS on nearby sections of Second Street and South Stockton Avenue range from A to D. Traffic is generally free flowing on these roadways during all hours of the day. Construction workforce traffic would generally occur between 5:30 AM and 8 AM and between 3:30 PM and 5:30 PM. Based on the projected Project traffic volumes, construction of the Project may contribute to minor delays on the existing roadway network or affect traffic circulation in the area. However, the temporary nature of these potential construction-related impacts, combined with appropriate mitigation measures, would keep potential traffic impacts at a level of less than significant.

### ***Construction Equipment and Material Deliveries***

Construction of MEGS will require the use and installation of heavy equipment and associated systems. Heavy equipment will be delivered via truck. The truck route for heavy equipment deliveries is SR 99 to Second Street (overpass) to South Stockton Avenue. The number of trucks used during construction is expected to be small. Approximately 5 trucks are estimated to be used on a daily basis during construction. A conservative, “worst case” estimated number of daily trucks during the peak is about 10 trucks per day.

The vehicles used to transport heavy equipment and construction materials will require transportation permits when they exceed the size, weight, width, or length thresholds set forth in Section 35780 of the California Vehicle Code, Sections 117 and 660-711 of the California Streets and Highways Code, and Sections 1411.1 to 1411.6 of the California Code of Regulations. Affected vehicles will be required to obtain transportation permits from the City of Ripon and Caltrans.

Only a small percent of the truck trips are estimated to be consumable material deliveries including some amount of hazardous materials (solvents, lube oils, paint, paint thinners, adhesives, batteries, construction gases, etc) in their original manufacturer containers. Of the estimated truck deliveries with hazardous materials, total quantities of hazardous materials and subsequent public risk should be relatively low. It is anticipated that hazardous wastes would be sent from the site to treatment storage or disposal facilities on a biweekly or monthly basis. Proper containers and transportation procedures that conform to applicable Caltrans requirements will be used for all material and waste shipments (i.e., 49 CFR Chapters II, III; California Vehicle Code Section 31300, *et seq.*). No acutely hazardous materials will be used or stored onsite during construction. Because of the small quantities of hazardous materials involved, separate truck deliveries of hazardous materials during construction are unlikely.

The average increase of 5 additional daily truck trips (with 10 truck trips as a worst case scenario) on state routes in the Project area is minor compared with existing truck traffic on these routes and will represent a minimal increase in truck traffic along the proposed routes of travel. Therefore, the impact of truck traffic on state routes is considered to be less than significant.

The average increase of 5 additional daily truck trips (with 10 truck trips as a worst case scenario) on local roads in the Project area is minor compared with existing truck traffic on these roads and will represent a minimal increase in truck traffic along the proposed routes of travel. Due to the size and weight of these trucks, the increase in truck traffic will contribute to the wear on the roads and will increase the need for regular roadway maintenance. However, the increase in Project-related roadway wear and tear is considered less than significant.

Construction debris and small quantities of hazardous wastes will be generated during construction (see Section 8.12, Hazardous Materials and Waste). During construction, a minimal number of truck trips per month will be required to haul waste for disposal. Transportation of hazardous materials to and from the MEGS site will be conducted in accordance with California Vehicle Code Section 31300. Because the transport of hazardous wastes will be conducted in accordance with the relevant transportation regulations, less than significant impact is expected.

The proposed laydown area for the MEGS site is located adjacent to the south and west of the Project site on MID property. Construction equipment and materials will be stored and stockpiled within the potential laydown areas. Construction safety measures for moving equipment and materials to the Project site from the laydown areas would be implemented by the contractor.

The proposed linear routes consist of a subtransmission line and fiber optic communication cable, potable and non-potable waterlines, sewerline, storm waterline and gas pipeline. The potential traffic impacts associated with the construction of the linear routes are minimal.

The proposed 0.25 mile electrical connection is to MID's existing subtransmission system via a new 69-kV wood- or metal-pole subtransmission line. A fiber optic communications cable will also be included on the same poles. However, the construction of this electrical line and fiber optic cable are not expected to significantly impact traffic on South Stockton Avenue.

Impacts during the construction of the line will occur outside the travel lanes. Construction staging or access issues with the construction will be addressed in the Traffic Control Plan.

In April 2003, the City of Ripon began construction on a City improvement project for the extension of South Stockton Avenue and Doak Boulevard near the MEGS site. Construction is expected to be completed in Summer 2003. As part of the project, the City will install potable and non-potable water lines, sanitary sewer lines, and a stormwater system in the streets. Also as part of the improvement project, the City intends to pave the extensions of South Stockton Avenue and Doak Boulevard and add curbs, gutters, sidewalks, street lighting, and a bikeway. The purpose of the project is to provide City water supply and water disposal services to the vacant industrial parcels to the west of the Project site and improve the roads.

For the MEGS project, MID will construct potable and non-potable water supply lines and wastewater and stormwater discharge pipelines to interconnect to the City utility services. The length of the MEGS pipelines would be different, but the pipelines would not extend more than 30 feet from the project site to the respective pipeline at the edge of South Stockton Avenue. Each of the pipelines will interconnect to short tap lines the City is constructing off of its main pipelines. These tap lines are being installed by the City for all of the vacant industrial parcels in the area, as part of the City's typical service connections. Installation of these tap lines prior to the paving of the South Stockton Avenue and Doak Boulevard extensions will avoid cutting through newly paved roads as each developer interconnects to the City's utility system and will avoid disruptions to traffic when the project pipelines are installed.

A 0.25-mile natural gas pipeline is proposed to start at the Project site, heading north along South Stockton Avenue to the PG&E main at Fourth Street. Minimal traffic impact is expected with the pipeline construction.

Access during pipeline construction will be along existing roads and rights-of-way. Damage to existing roads by construction activity will be repaired to the original condition or as near as possible to the original condition. Access and construction staging issues will be addressed in the Traffic Control Plan.

### **Operation and Maintenance Phase Impacts**

The operation of MEGS will require up to three additional full-time personnel. Therefore, only minor additional vehicle trips per day will be generated as a result of MEGS. In addition, potential long-term traffic impacts are expected to be less than significant with the delivery of hazardous and non-hazardous materials to the MEGS site and hauling of waste generated during the MEGS operations.

During the operation of the proposed MEGS, a minimal number of hazardous materials deliveries will be made to the MEGS site. The anticipated travel routes for hazardous materials delivery will be along SR 99, Second Street, and South Stockton Avenue.

Some of the hazardous wastes generated by the proposed MEGS Project during plant operations will either be transported to a designated TSDF or to MID's 90-day collection facility located in Modesto (across from the Woodland Generating Station II) for disposal or transported offsite for recycling. Hazardous wastes will be transported from the MID 90-day collection facility for disposal about once every 90 days by licensed hazardous waste transporters. Overall, the number of transport trips would be minimal.

Aqueous ammonia is considered a potential inhalation hazard. Aqueous ammonia deliveries are anticipated to occur every 2 weeks when the Project is operating full-time. Sulfuric acid and various cleaning chemicals are considered hazardous materials. Sulfuric acid will be used as part of the water softening process. Deliveries of sulfuric acid are expected every two months. Other chemicals that will be transported to the site for the water softening process include lime (once every 45 days) and polymer settling acid (once every two months). According to Division 13 Section 31303 of the California Vehicle Code, the transportation of hazardous materials will be on the state or interstate highways that offer the shortest overall transit time possible. Division 14.3 Section 32105 of the Vehicle Code specifies that unless there is not an alternative route, every driver of a vehicle transporting inhalation hazards shall avoid, by pre-arrangement of routes, driving into or through heavily populated areas, congested thoroughfares, or places where crowds are assembled.

Transporters of inhalation hazardous or explosive materials must contact the California Highway Patrol (CHP) and apply for a Hazardous Material Transportation License. Upon receiving this license, the shipper will obtain a handbook, which will specify the routes approved to ship inhalation hazardous or explosive materials. Operating convenience is not a consideration. The exact route of the inhalation or explosive material shipment will not be determined until the shipper contacts the CHP and applies for a license. However, the proposed route for transporting aqueous ammonia to the MID site is SR 99 to Second Street to South Stockton Avenue.

The traffic associated with the operation of the linear lines will be minimal and will be limited to preventative maintenance vehicles or repair vehicles required in the event of damage to the lines. The traffic generated by operations and maintenance of Project linears will be less than significant.

Facility operation is not anticipated to include any routine or periodic deliveries via local or regional railroads. Because any such deliveries would be non-routine and limited, no adverse impacts to rail services will occur.

#### **8.10.4.3 Cumulative Impacts**

Six planned construction project are proposed to occur in the vicinity of the proposed Project site.

- City of Ripon Compressed Natural Gas (CNG) station at 240 Doak Boulevard. Completion of this facility is expected in early 2005.
- City of Ripon Corporation Yard Expansion at 620 Doak Boulevard. Completion date is unknown.
- Aartman Milk Transport Expansion at 805 South Locast Avenue. Completion date is unknown and project is not yet approved by the City.
- NuLaid Foods, Inc. Expansion at 200 Fifth Street. Completion date is unknown and project is not yet approved by the City.
- Lombardy Estates Industrial Park, Doak Blvd. between South Stockton Ave. and So. Acacia Ave., completion expected in April 2003.

- Doak Boulevard/South Stockton Avenue Improvement Project. This project consists of the installation of potable and non-potable water, sewer, and stormwater pipelines within the extensions of Doak Boulevard and South Stockton Avenue. Once the pipelines are installed, the City will pave the new extensions of Doak Boulevard and South Stockton Avenue and add curbs, gutters, sidewalks, street lighting, and a bikeway. Project construction began in April 2003 and will be completed in Summer 2003. This schedule will not overlap the MEGS construction schedule.

As described in previous sections, the available capacity of the regional state routes serving the San Joaquin County area show that the regional transportation system has the capacity to accommodate the traffic resulting from the proposed construction and operation of the MEGS. Although six proposed (four City approved) projects are identified, they are expected to be constructed either before the MEGS construction begins or are expected to generate a minimal amount of additional traffic. Therefore, there would be no significant cumulative traffic impacts from these additional developments.

## **8.10.5 Mitigation**

### **8.10.5.1 Construction Phase**

Construction of MEGS will add a minimal amount of traffic to state routes and local roadways during the peak construction period. With the existing roadway capacity operating at an adequate level, the Project-related traffic will not result in significant impacts.

The construction contractor will prepare a construction traffic control plan and construction management plan that addresses timing of heavy equipment and building material deliveries, signing, lighting, traffic control device placement, and establishing work hours outside of peak traffic periods.

Methods for mitigating potential traffic impacts caused by construction may include such activities as stationing flag persons at the access road into the site, and placing advance warning flashes, flag persons, and signage along the roadways associated with the natural gas and water pipelines. Access during pipeline construction will be along existing roads and ROWs. Damage to any roadway opened during the construction of the linear lines including natural gas or water pipelines will be repaired to or near its preexisting condition. The construction contractor will work with the local agency's engineer to prepare a schedule and mitigation plan for the roadways along the construction routes.

Most trip reduction strategies are not feasible for the construction phase of the Project, primarily because of the differing schedules of trades persons and the need to transport tools and materials to the job site. However, some staggering of the workforce might be possible.

### **8.10.5.2 Operations and Maintenance Phase**

The operations and maintenance related traffic associated with the MEGS is considered to be minimal; state routes and local roadways have adequate capacity to accommodate operations-related traffic. Consequently, no operations-related mitigation measures are required for the MEGS.

### 8.10.6 Involved Agencies and Agency Contacts

Table 8.10-7 provides a list of involved agencies and agency contacts.

**TABLE 8.10-7**  
Involved Agencies and Contacts

Agency	Name/Title	Phone Number/Address
City of Ripon, Planning Department	Cheryl Prater, Planning Division Mitzi Johnston, Planning Division Secretary	(209) 599-4067
City of Ripon, Engineering Department	Van Switzer, Deputy Director	(209) 577-5215
San Joaquin County Planning Department	Chandler Martin, Senior Planner	(209) 468-3144
San Joaquin County Public Works Department	Gabe Karam, Senior Engineer	(209) 468-9023
California Department of Transportation	Harold Burnett (Single Trip permits) Dee Garcia (Annual permits)	(916) 322-1297

### 8.10.7 Permits and Permit Schedule

Table 8.10-8 provides a list of permits and approximate timeframe to obtain them.

**TABLE 8.10-8**  
Permit Schedule for Traffic and Transportation

Permit	Schedule
Transport oversized or excessive loads over state highways from State Agency	Obtain when necessary, 2-hour processing time (single trip) to 2 weeks (annual trip).
Transportation permit for oversized vehicles from State Agency	Obtain when necessary, same day processing.
Transportation permit for oversized vehicles or excessive loads from City of Ripon	Obtain when necessary, same day approval by Street and Traffic Department.

### 8.10.8 References

Caltrans. 2002. Data on the web at:

<http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/>.

Caltrans. 2001. Data on the web at:

<http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/2001all/r099i.htm>.

City of Ripon. 1998a. Final Master Environmental Impact Report for the Urban Area General Plan. September 15.

City of Ripon. 1998b. Urban Area General Plan, Chapter III, Circulation and Transportation. September 15.

Prater, C. 2002. Telephone conversation with Cheryl Prater, City of Ripon Planning Division, December 30.

San Joaquin Council of Governments. 2001. Federal Transportation Improvement Program.



